

NOTES

AT THE CONTRACTOR'S OPTION, METAL RAIL MAY BE EITHER ALUMINUM OR GALVANIZED STEEL IN ACCORDANCE WITH THE REQUIREMENTS OF THE GENERAL NOTES AND THE FOLLOWING SPECIFICATIONS FOR THE ALTERNATE MATERIALS; HOWEVER, THE CONTRACTOR WILL BE REQUIRED TO USE THE SAME RAIL MATERIAL ON ALL STRUCTURES ON THE PROJECT FOR WHICH METAL RAIL IS DESIGNATED.

ALUMINUM RAILS

MATERIAL FOR POSTS, BASES AND RAILS, EXPANSION BARS AND CLAMP BARS SHALL BE ASTM B221 ALLOY 6061-T6. MATERIAL FOR RIVETS SHALL BE ASTM B316 ALLOY 6061-T6. RIVETS SHALL BE STANDARD BUTTON HEAD AND CONE POINT COLD DRIVEN AS PER DRAWING.

THE BASE OF RAIL POSTS, OR ANY OTHER ALUMINUM SURFACE IN CONTACT WITH CONCRETE SHALL BE THOROUGHLY COATED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND OF APPROVED QUALITY.

MATERIAL FOR SHIMS TO BE ASTM B209 ALLOY 6061-T6.

GALVANIZED STEEL RAILS

MATERIAL AND GALVANIZING ARE TO CONFORM TO THE FOLLOWING SPECIFICATIONS:

POST, POST BASES, RAILS, EXPANSION BARS AND CLAMP BARS : AASHTO M270 GRADE 36 STRUCTURAL STEEL - GALVANIZED TO AASHTO M111.

RIVETS: RIVETS SHALL MEET THE REQUIREMENTS OF ASTM A502 FOR GRADE 1 RIVETS.

THE CUT ENDS OF GALVANIZED STEEL RAILING, AFTER GRINDING SMOOTH SHALL BE GIVEN TWO COATS OF ZINC RICH PAINT MEETING THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-26915 USAF TYPE 1, OR OF FEDERAL SPECIFICATIONS TT-P-641.

SHIMS: SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.

RAIL CAPS: RAIL CAPS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.

GENERAL NOTES

RAILING SHALL BE CONTINUOUS FROM END POST TO END POST OF BRIDGE. EACH JOINT IN RAIL LENGTH SHALL BE SPLICED AS DETAILED. PANEL LENGTHS OF RAIL SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS. PLACE ONE JOINT SPlice JUST BEYOND THE 3RD RAIL POST FROM EACH END, TYPICALLY 14' FROM THE END. PLACE OTHER JOINTS AS NEEDED.

FOR END OF RAIL TO CLEAR FACE OF CONCRETE END POST DIMENSION, SEE STANDARD NO. BMR7.

CAP SCREWS SHALL BE ASTM F593 ALLOY 305 STAINLESS STEEL. WASHERS FOR RAIL ATTACHMENT SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL.

CERTIFIED MILL REPORTS ARE REQUIRED FOR RAILS AND POSTS. SHOP INSPECTION IS NOT REQUIRED.

METAL RAIL POSTS SHALL BE SET NORMAL TO CURB GRADE.

METHOD OF MEASUREMENT FOR METAL RAILS: FOR LENGTH OF METAL RAILS TO BE PAID FOR, SEE THE STANDARD SPECIFICATIONS.

CURVED RAIL USAGE: WHERE RAILS ARE TO BE USED ON BRIDGES ON HORIZONTAL AND/OR VERTICAL CURVATURE THE CONTRACTOR MAY, AT HIS OPTION, HAVE THE REQUIRED CURVATURE IN THE RAIL FORMED IN THE SHOP OR IN THE FIELD. IN EITHER EVENT, THE RAIL SHALL CONFORM WITHOUT BUCKLING OR KINKING TO THE REQUIRED CURVATURE IN A UNIFORM MANNER ACCEPTABLE TO THE ENGINEER.

TO INSURE FUTURE IDENTIFICATION OF THE FABRICATOR, A PERMANENT IDENTIFYING MARK SHALL BE PLACED ON EACH POST. THE METHOD OF MARKING AND LOCATION SHALL BE SUCH THAT IT DOES NOT DETRACT FROM THE APPEARANCE OF THE POST, BUT REMAIN VISIBLE AFTER RAIL PLACEMENT.

SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT.

ALLOY 6351-T5 MAY BE SUBSTITUTED FOR ALLOY 6061-T6 WHERE APPLICABLE.

MINOR VARIATIONS IN DETAILS OF METAL RAIL WILL BE CONSIDERED. DETAILS OF SUCH VARIATIONS, IF DESIRED, SHALL BE SUBMITTED FOR APPROVAL.

PAY LENGTH = _____ LIN.FT.

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

PROJECT NO. _____

_____ COUNTY

STATION: _____

SHEET 1 OF 3

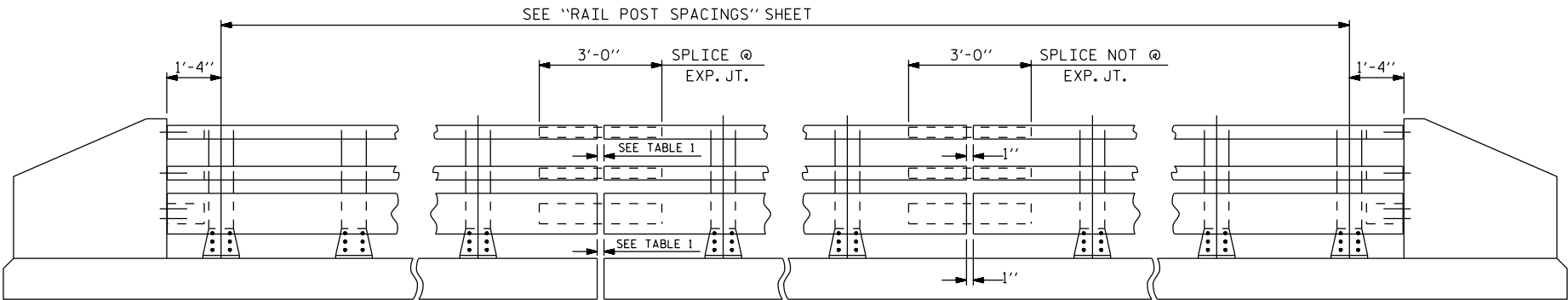
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

3 BAR METAL RAIL

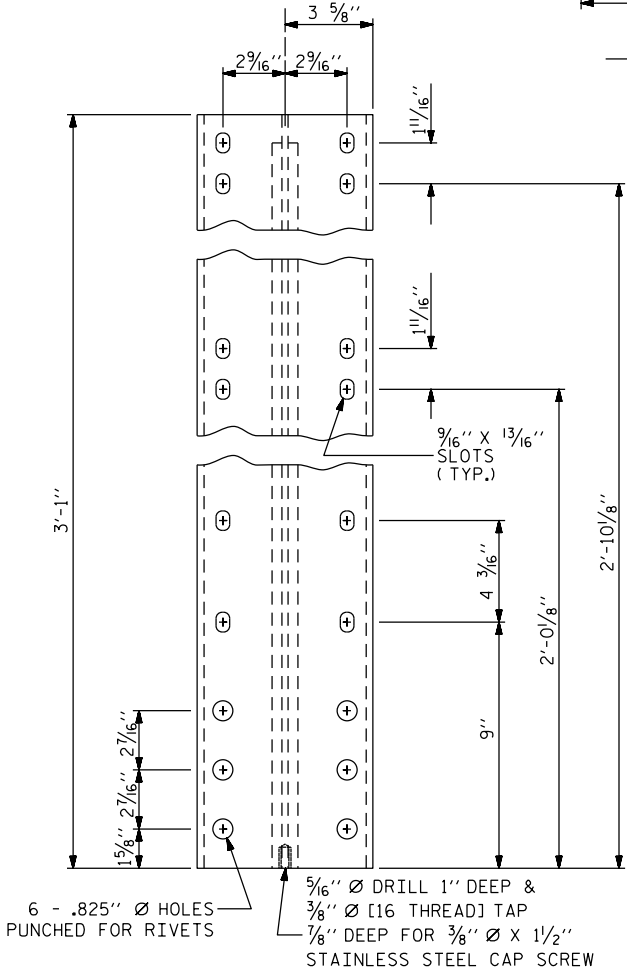
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			

STD. NO. BMR5



NOTE:
FOR ATTACHMENT OF METAL RAIL TO END
POST, SEE STANDARD NO. BMR7.

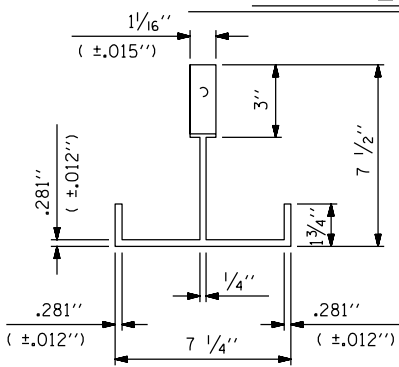
TABLE 1	
EXP. JT. @ BENT	RAIL OPENING
BENT No. 1	
BENT No. 2	
BENT No. 3	



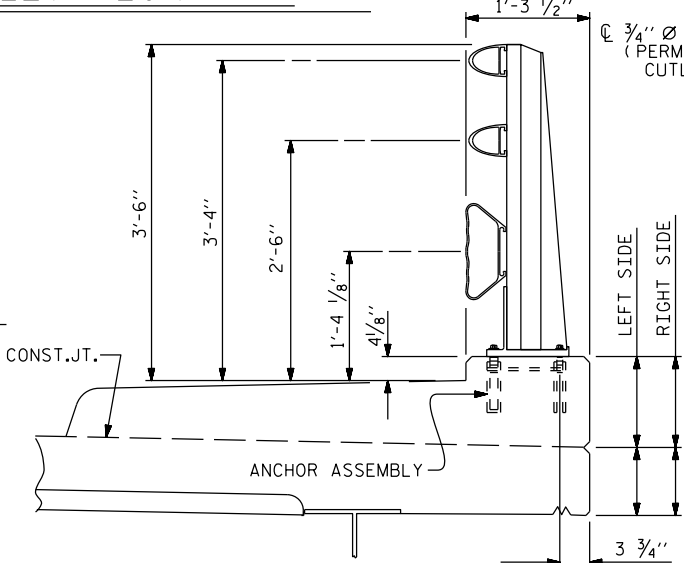
FRONT ELEVATION

SIDE ELEVATION

DETAILS OF POST

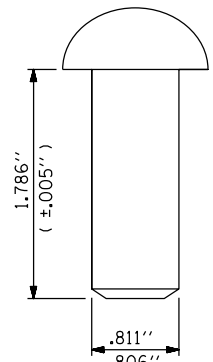


PLAN

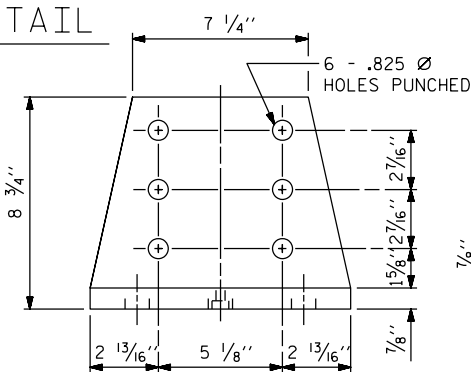


SECTION THRU RAIL

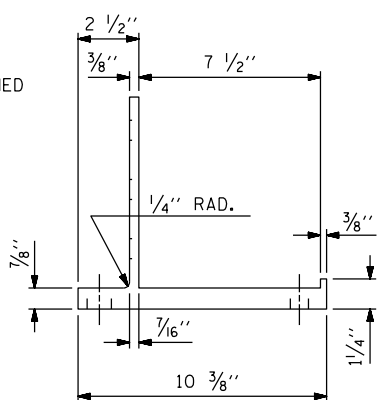
FOR ANCHOR ASSEMBLY, SEE "3 BAR METAL RAIL"
STD. NO. BMR6



RIVET DETAIL



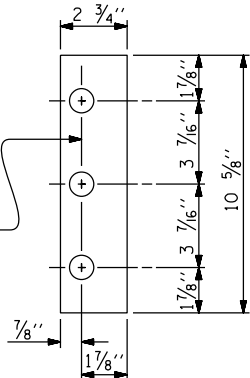
FRONT ELEVATION



SIDE ELEVATION

POST BASE DETAILS

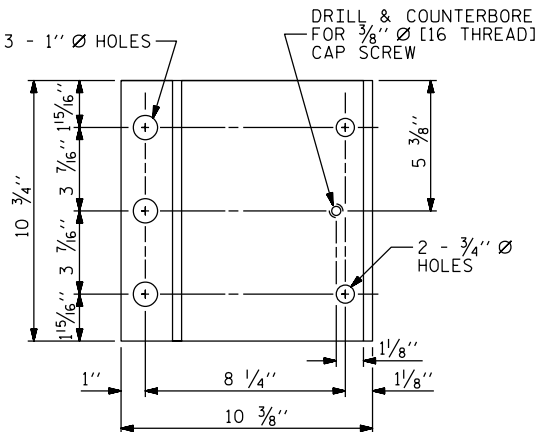
REAR PLATE



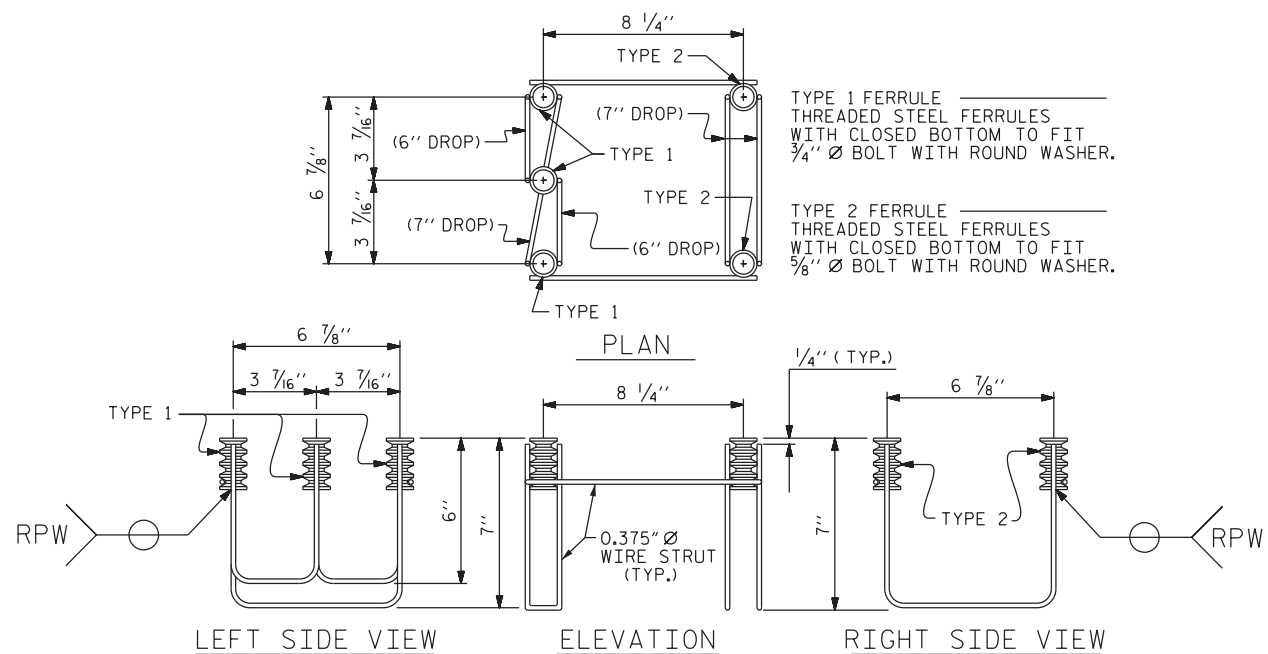
FRONT PLATE

SHIM DETAILS

NOTE :
SHIMS MAY BE CUT ALONG PERMITTED CUTLINE OR
SLOTTED TO EDGE OF PLATE TO FACILITATE PLACEMENT.



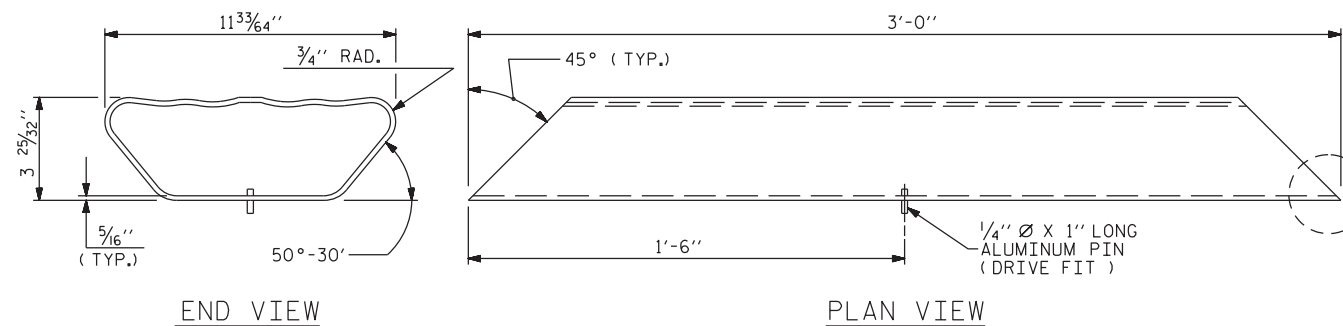
PLAN



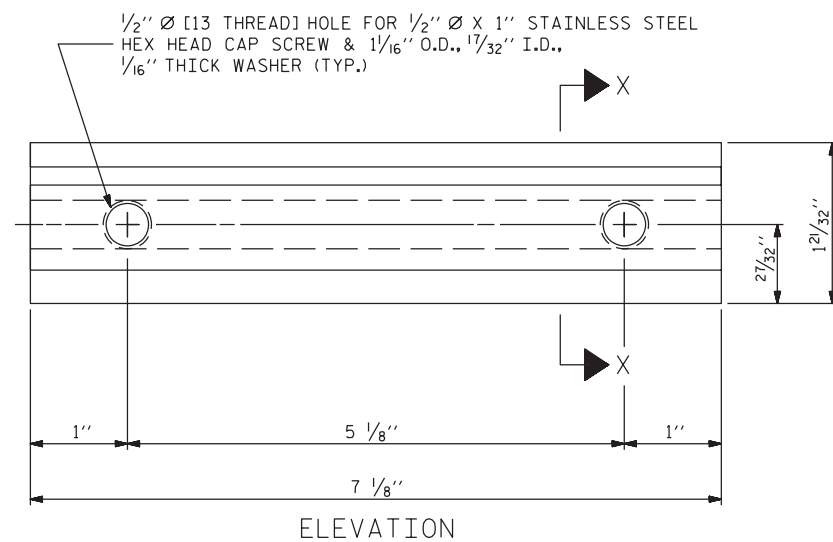
LEFT SIDE VIEW ELEVATION RIGHT SIDE VIEW

5-BOLT METAL RAIL ANCHOR ASSEMBLY

(ASSEMBLIES REQUIRED)

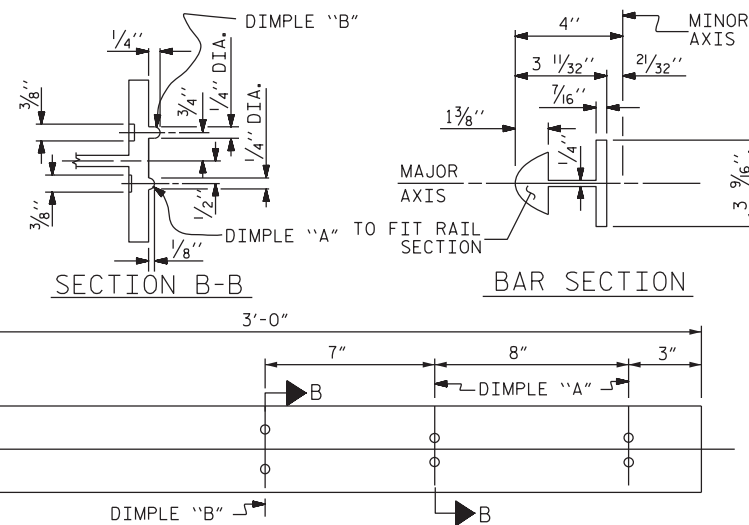
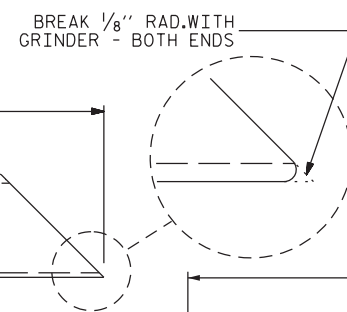


BOTTOM RAIL EXPANSION BAR

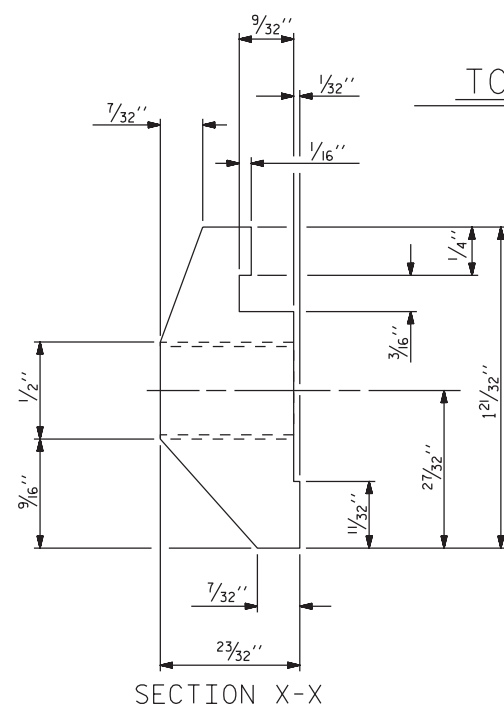


CLAMP BAR DETAIL

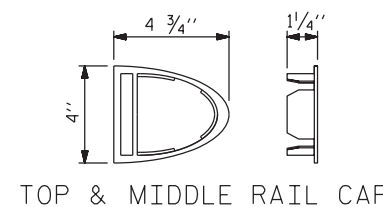
(6 REQUIRED PER POST)



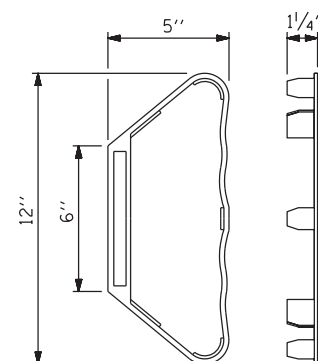
TOP & MIDDLE RAIL EXPANSION BAR



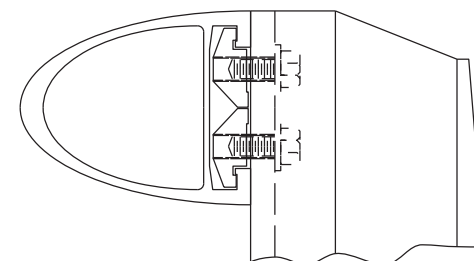
SECTION X-X



TOP & MIDDLE RAIL CAP

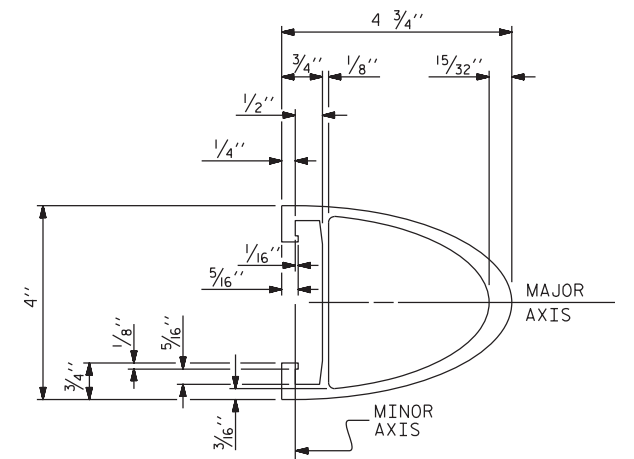


BOTTOM RAIL CAP

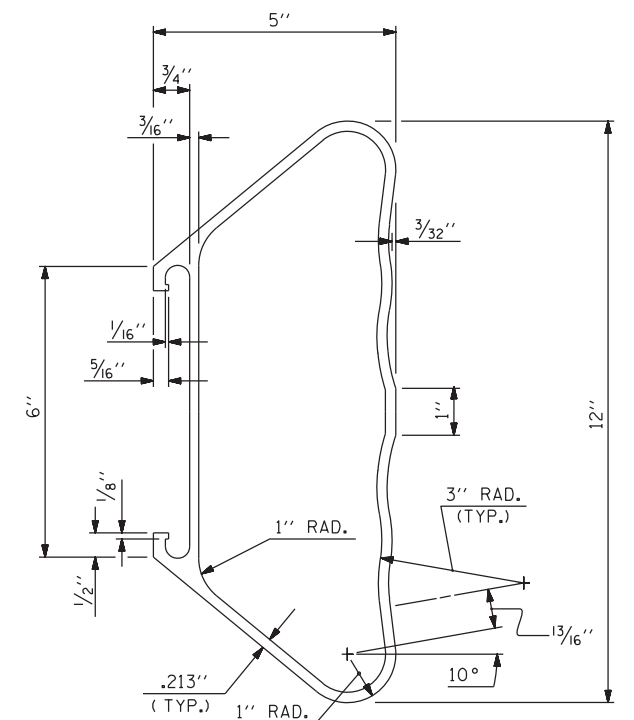


CLAMP ASSEMBLY

TOP RAIL SHOWN
(MIDDLE & BOTTOM RAIL ARE SIMILAR)



TOP & MIDDLE RAIL SECTION



BOTTOM RAIL SECTION

PROJECT NO. _____

COUNTY

STATION:_____

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

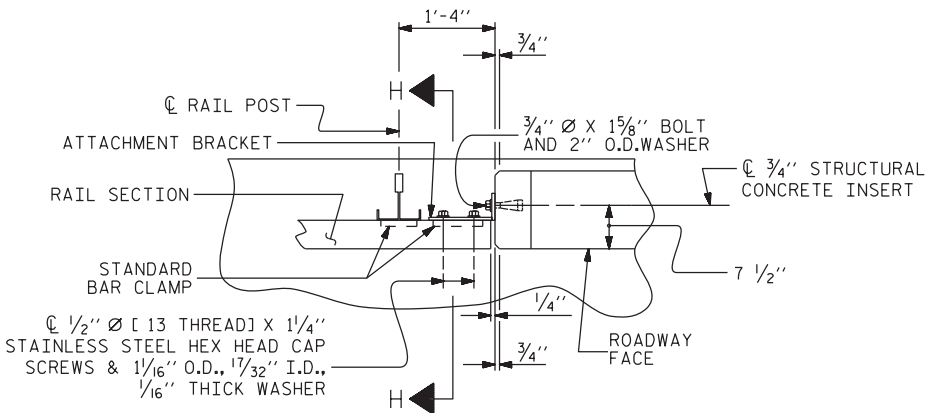
3 BAR METAL RAIL

ASSEMBLED BY :		DATE :	
CHECKED BY :		DATE :	
DRAWN BY : JMB 1/88		REV. 5/1/06	TLA/GM
CHECKED BY : GGH 1/88		REV. 10/1/11	MAA/GM
		REV. 12/17	MAA/TH

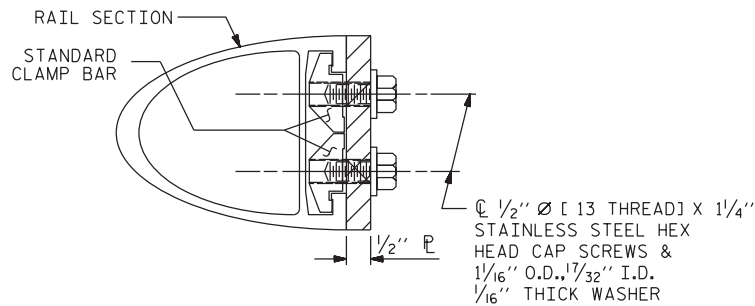
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

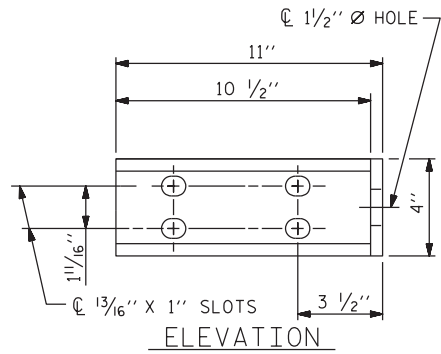
STD. NO. BMR6



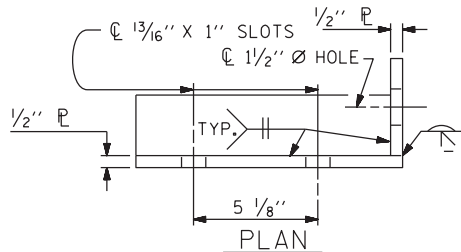
PLAN OF RAIL AND END POST
(STIFFENER ON 1/2" R NOT SHOWN FOR CLARITY)



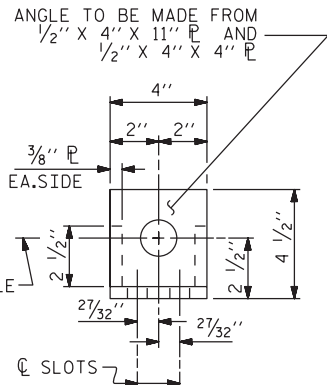
SECTION H-H
(FOR TOP & MIDDLE RAIL)



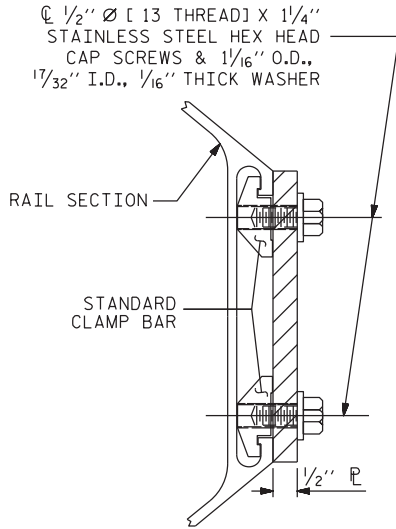
ELEVATION



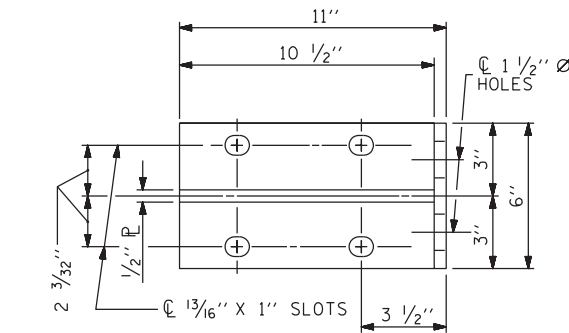
DETAILS FOR ATTACHMENT BRACKET
(TOP & MIDDLE RAIL ONLY)



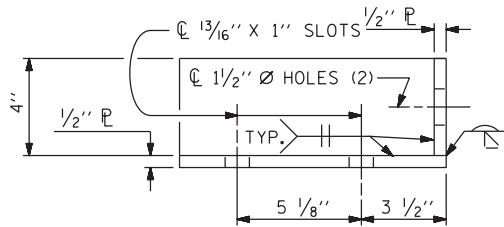
END VIEW
(FIX. AND EXP.)



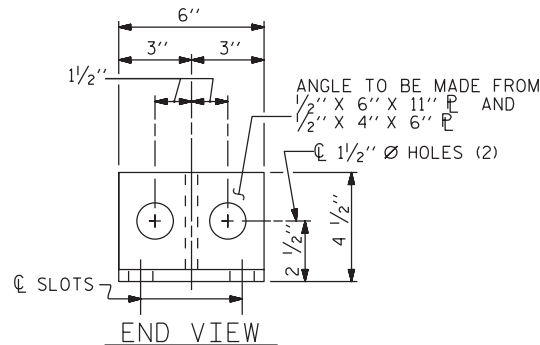
SECTION H-H
(FOR BOTTOM RAIL)



ELEVATION



DETAILS FOR ATTACHMENT BRACKET
(BOTTOM RAIL ONLY)



NOTES

METAL RAIL TO END POST CONNECTION

THE METAL RAIL TO END POST CONNECTION SHALL CONSIST OF THE FOLLOWING COMPONENTS:

A. 1/2" PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 AND SHALL BE GALVANIZED AFTER FABRICATION.

B. 3/4" STRUCTURAL CONCRETE INSERT SHALL HAVE A WORKING LOAD SHEAR CAPACITY OF 4800 LBS. THE FERRULES SHALL ENGAGE A 3/4" Ø X 1 5/8" BOLT WITH 2" O.D. WASHER IN PLACE. THE 3/4" Ø X 1 5/8" BOLT SHALL HAVE N.C. THREADS.

C. CAP SCREWS FOR RAIL ATTACHMENT TO ANGLE SHALL CONFORM TO THE REQUIREMENTS OF ASTM F593 ALLOY 305 STAINLESS STEEL. CAP SCREWS TO BE CENTERED IN SLOTS AT 60°F. WASHERS FOR RAIL ATTACHMENT SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL.

D. STANDARD CLAMP BARS (STD. No. BMR6).

THE COST OF THE STANDARD CLAMP BARS AND CAP SCREWS USED IN THE METAL RAIL TO END POST CONNECTION SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR LINEAR FEET OF 3 BAR METAL RAIL.

THE 3/4" STRUCTURAL CONCRETE INSERT WITH BOLT SHALL BE ASSEMBLED IN THE SHOP.

THE COST OF THE 3/4" STRUCTURAL CONCRETE INSERT ASSEMBLY, AND THE 1/2" PLATES COMPLETE IN PLACE SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

THE CONTRACTOR, AT HIS OPTION, MAY USE AN ADHESIVE BONDING SYSTEM IN LIEU OF THE STRUCTURAL CONCRETE INSERT EMBEDDED IN THE END POST. IF THE ADHESIVE BONDING SYSTEM IS USED, THE 3/4" Ø X 1 5/8" BOLT WITH WASHER SHALL BE REPLACED WITH A 3/4" Ø X 6 1/2" BOLT AND 2" O.D. WASHER. ALL SPECIFICATIONS THAT APPLY TO THE 3/4" Ø X 1 5/8" BOLT SHALL APPLY TO THE 3/4" Ø X 6 1/2" BOLT. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.

NOTES

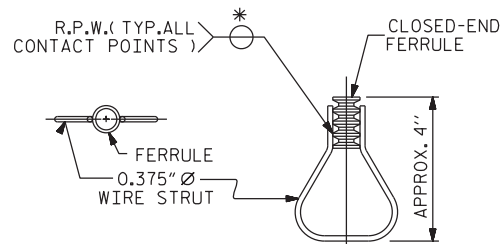
STRUCTURAL CONCRETE INSERT

THE STRUCTURAL CONCRETE INSERT ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS:

A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 1 1/2".

B. 1 - 3/4" Ø X 1 5/8" BOLT WITH WASHER. BOLT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLT AND WASHER SHALL BE GALVANIZED. AT THE CONTRACTORS OPTION, STAINLESS STEEL BOLT AND WASHER MAY BE USED AS AN ALTERNATE FOR THE 3/4" Ø X 1 5/8" GALVANIZED BOLT AND WASHER. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.

C. WIRE STRUT SHOWN IN THE CONCRETE INSERT ASSEMBLY DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 1/6" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.



PLAN

ELEVATION

STRUCTURAL CONCRETE INSERT

* EACH WELDED ATTACHMENT OF WIRE TO FERRULE SHALL DEVELOP THE TENSILE STRENGTH OF THE WIRE.

PROJECT NO. _____

_____ COUNTY

STATION: _____

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

3 BAR METAL RAIL

ASSEMBLED BY :	DATE :
CHECKED BY :	DATE :
DRAWN BY : JMB 1/88	REV. 5/1/06
CHECKED BY : GGH 1/88	REV. 10/1/11
	REV. 12/17
	TJA/GM
	MAA/GM
	MAA/THC

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			

STD. NO. BMR7